through an amplifier with a low source impedance and the capability to power the turn signal lamps at the altered frequency and intensity.

Finally, whether the system is analog or digital, the primary function of the system is to communicate to other drivers that the vehicle is turning. By varying the frequency or intensity with which the turn signal blinks, the system communicates to other drivers that the vehicle is turning. Similarly, the system can communicate to other motorists by varying the frequency or intensity of the turn signal in proportion to the position of the shaft, angle of the wheels, or the amount of time the car has been turning.

Figure 1 is the preferred embodiment of the invention; an analog design using a shaft position sensor (S1) to drive the thermal flasher where the voltage output from the sensor determines the amount of current through the thermal flasher and thus the speed at which the turn signal lights blink. This setup uses the position of the shaft to change the frequency with which the turn signals flash.

Figure 2 is an embodiment similar to Figure 1; the difference being that the system in Figure 2 uses the shaft position sensor (S1) to alter the intensity of the turn signal as the vehicle turns.

CLAIMS

I claim:

1. A system that senses when the turn signal is active and the vehicle is turning and indicates that the vehicle is turning by varying the frequency and/or intensity with which the turn signal blinks, signaling to other motorists that the vehicle is turning.

2. A system as described in claim 1 further comprising using a microcontroller, or microcontrollers, to take the switching and sensory inputs and output the pulsing sequence to a circuit that drives the turn signal lamps when the vehicle is turning.

3. A system as described in claim 1 further comprising using pulse generators, or other circuits where the duty cycle and amplitude of the output signal is dependent upon analog voltage levels, to output the pulsing sequence to a circuit that drives the turn signal lamps when the vehicle is turning.

4. A system as described in claim 1 further comprising using a shaft position sensor, or other resistive, capacitive or inductive sensor, to determine the amount to alter the frequency or intensity of the turn signal.

5. A system as described in claim 1 further comprising adjusting the turn signal frequency and/or intensity proportionally to the position of the shaft and/or the amount of time the vehicle has been turning.